

CENTRAL INTELLIGENCE AGENCY
INFORMATION REPORT

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SUBJECT **Welzow Airfield**

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SUPPLEMENT TO REPORT NO.

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1. The first post-war report on Welzow airfield, dated May 1946, indicated that the installations at the field were destroyed. The field, measuring 1,200 x 1,500 meters, was covered with grass. There were no runways, taxiways or hangars. During August 1947, the field was temporarily used by ground attack aircraft stationed at Cottbus. Between February and November 1948, it was used as training field by Po-2s. A ground attack regiment was stationed there between July and September 1949 and a bomber regiment between April and October 1950.

2. Preparations for improvement work started in January 1951. The following installations were established during the construction period which continued until approximately September 1952, with an interruption between late fall 1951 and the spring of 1952:

- Runway, 2,500 meters long, 80 meters wide and 20 cm thick.
- Taxiways, each about 20 meters wide, extending on both sides of the runway.
- Two connecting lanes leading from the runway to the south-eastern taxiway.
- Expansion of the field to the west and southwest.
- A spur track.
- A fuel dump.
- Four-two dispersal areas along the taxiways with shrapnelproof aircraft revetments.
- Several quartering and administrative buildings.

3. The following units were stationed at Welzow airfield:
1952. In December, the field was occupied by a bomber regiment from Jueterbog Altes Lager. This regiment was transferred to an unidentified location in the east in June 1953. In the meantime, the construction of a fence, around the field was completed and an ammunition dump was established.
1953. In July, the former Soviet training regiment for the VPL (Aeroclub) arrived from Cottbus. During the first half of August, a fighter regiment from Koethen, which was presumably not subordinated to Ftr Div Merseburg, was transferred to Welzow. In late August, the former Soviet training regiment for the VPL left Welzow for Puetznitz.

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1954. In July, the fighter regiment retransferred to Koethen. In August, a unit equipped with Il-26s, presumably a reconnaissance unit, arrived from the east.

1955. In February, construction work started on barracks buildings for which a sum of about 11 million eastmarks was allotted. In June, the Il-28 unit transferred to Briesen and thus made space for new arrivals from the east in July. Two bomber regiments with Il-28s were presumably stationed at Welzow airfield from early August to October, when they returned to the USSR. Since 19 October an Il-28 unit, presumably the reconnaissance unit, has again been stationed at the field.

For location of airfield and installations, see blueprint sketch, scale 1:12,500, with attached legend.

Attachment: Map, scale 1:12,500 of Welzow Airfield and vicinity (Ozalid negative and print)

Distribution of Attachment: OCR

Ozalid print - Air Force, retention.

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Annex to

Welzow Airfield. (Status as 19 October 1955)

Legend:

I. Location of airfield:

- a. $51^{\circ}34'00''$ N/ $14^{\circ}06'30''$ E
- b. About 23 km south-southwest of Cottbus, about 1 km west of Welzow
- c. 115 meters above sea level.
- d. Plane table sheet No 4450 (Radio stations: 4351)

II. Possibilities of approach and observation:

The airfield is bordered to the south and east by woods, thus prohibiting observation from a distance. From the north, the field can be observed from Welzow - Bahnsdorf road which, however, may be partly restricted. Observation is also possible from the footpath to Petershain along the railroad curve. From the west, the entire airfield can be seen from Lindenfeld.

The airfield is surrounded by a barbed wire fence. The barracks installation which is under construction in the eastern section of the field extends beyond the fence. According to unconfirmed information, a board fence was erected around the housing area.

Guard: Individual sentries are believed to patrol inside of the fence. A watchtower was erected both in the northwestern corner and near the barracks buildings.

III. Installations at airfield:

Landing field	covered with grass, dry
1 Dispersal areas	round concreted handstands on both sides of taxiways eastern taxiway expanded in front of flight control station
2 Bunkers	East bunkers east of Bahnsdorf cemetery in former AA gun emplacement
3 Railroad connection	
Supply railroad station	Welzow
Spur track	leading from Welzow railroad station in curve to airfield track terminates at fuel dump
Ramps	presumably near dump
4 Barracks	8 brick barracks between eastern taxiway and new road
5 Lighting facilities	
Searchlights	2 at southern runway end, 1 at northern runway end, 1 near triangulation point 120.5 in northern extension of runway

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	Runway lights	white lamps on both sides of runway
	Flare path	in northern section
6	Revetments	35 (?) adjacent to round dispersal areas 3 revetments are entered on sketch
7	Electric installation	connecting pieces for lighting facilities
8	Flight control station	new building with tower
9	AA gun emplacement	north of Bahnsdorf cemetery in northwestern corner of landing field occupied by up to 8 x 84-mm guns
9a	New brick quartering building 35 x 15 meters	just north of AA guns Additional 85-mm and 37-mm AA guns parked in northeastern corner of field, temporarily on apron in front of garage.
10	Radio installations	
10a	PKV-45 DF station	east-southeast of Gesiendorf, on triangulation point 157.6 (see plane table sheet No 4351)
10b	Inner low frequency approach beacon	in northeastern extension of runway, near triangulation point 120.5
10c	Outer low frequency approach beacon	south of Geisendorf, on triangulation point 135.5 (see plane table sheet No 4351)
10d	Kniferest and Fishnet 2-mast radio installation	on landing field northwest of northern end of runway about 200 meters southwest of Rosendorf, west of triangulation point 107.6, southwest of airfield
11	Garage	new building with apron surrounded by board fence.
12	Hangars	2 northeast of flight control station each about 60 x 35 meters, pin-point location not determined
13	Firing and zeroing-in stand	branch off southwest of taxiway and leading into "Weisse Berg" most part of which was leveled.
14	Buildings	
14a		brick building housing kitchen
14b		new building housing officers' club
14c		U-shaped new building, probably planned to house officers' club.

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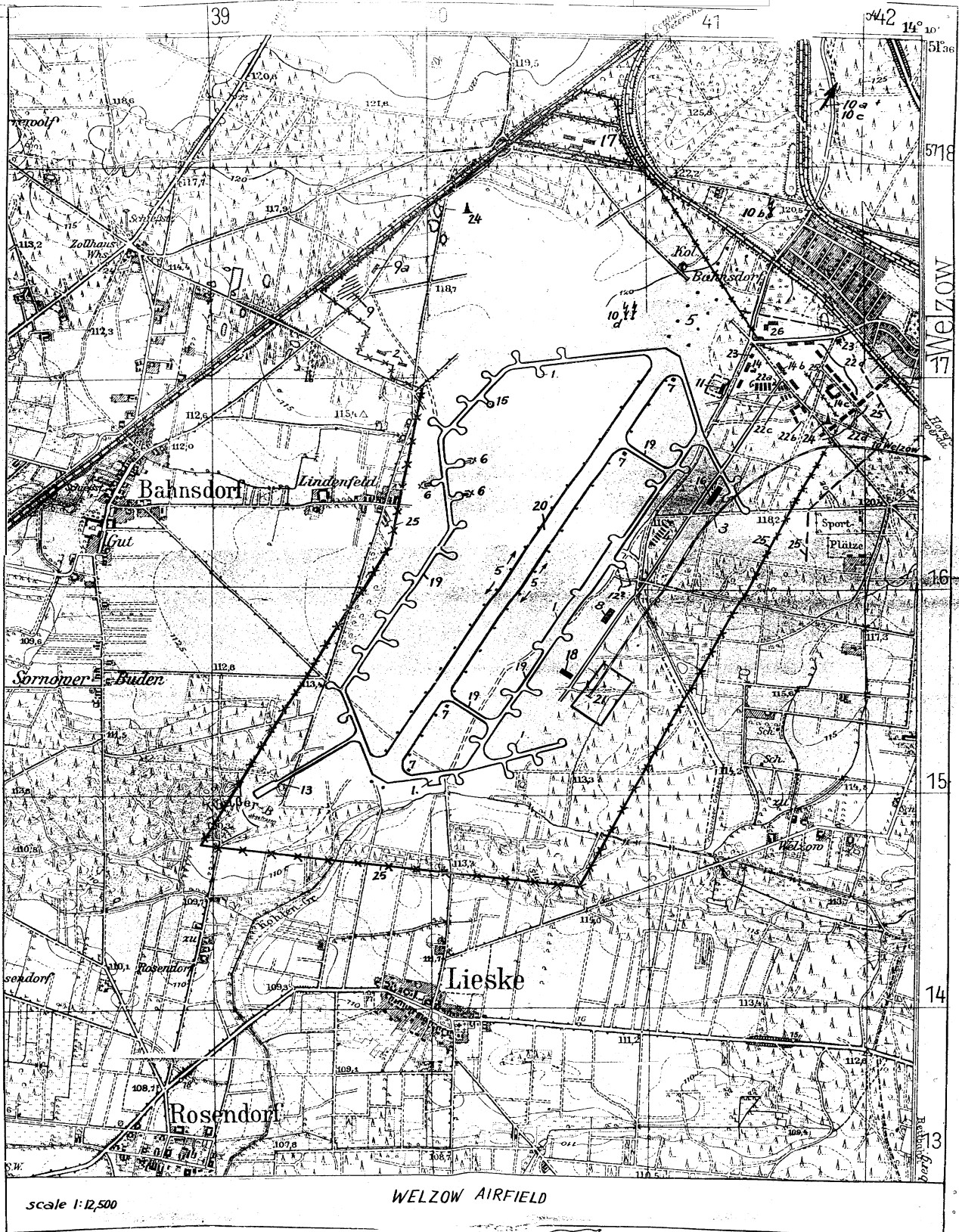
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Annex to

- 15 Compensating base planned instead of round parking area
- 16 Storehouse new building storing rations, clothing and material.
- 17 Ammunition dump in northern corner of airfield; surrounded by double fence; searchlights on wooden poles 30 meters apart 3 to 5 bunker-like buildings
- 18 New building type and utilization unknown
- 19 Taxiways 18.25 meters wide
 20 cm thick
- 20 Runway extending from south-southwest to north-northeast
 2,500 meters long
 80 meters wide
 20 to 25 cm thick
- 21 Underground fuel dump south of flight control station
 48 containers, each holding 25,000 liters arranged in pairs
 old fuel dump in northern section of field, pin-point location unknown, probably not in operation
- 22 Quarters buildings
- 22a) 7 new barracks
- 22b)
- 22c 6 old barracks repaired
- 22d 12 to 15 brick buildings new 3-story barracks with gable roof, each 40 x 12-14 meters, some of them still under construction
- 23 Guardhouse at northeastern entrance
- 24 Watchtowers in northwestern corner and near barracks buildings

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